

## NEWS OF THE RAILROADS.

## INFORMATION FROM ALL QUARTERS.

The East-Road Freight Rates Adjusted by a Restoration by the B. & O. of the Cut Rate on Wheat—Other Rate Changes

An adjustment of east-bound grain rates by the joint Executive Committee of the Trunk Line and Central Traffic Association was effected yesterday. The trunk line people got together at 11 A. M., and decided that it was far better the Baltimore and Ohio road to restore the Norfolk road than it serve as a check on the grain market. The grain dealers, however, with just as good commissions, the lines in the garden are prohibited from paying commissions.

The Ontario and Western Railroad Company reported to have purchased a long stretch of dock property at Cornwall, where they will establish a port. The grain will be received from the mines, and shipped to points on the river and canal by boat. By the building of this road the Ontario and Western can now get a new connection with the Pennsylvania and roads.

The National Conference of Local Freight Agents in session in Buffalo yesterday elected the following officers: President, E. C. Nicholas of Chicago; Vice-President, J. H. Pickering, Louisville; Vice-President, John J. Johnson, Los Angeles; and Treasurer, W. H. Miller, Cincinnati. The next annual meeting of the association will be held in Detroit July 8, 1890.

Upon motion of J. C. Clifton of New York, Judge Cox in the United States Circuit Court in Utica yesterday issued a writ of mandamus against the New York, Ontario and Western Railroad Company to receive and return to Nelson Morris' cattle cars from Buffalo to send-point boats.

But several other matters of importance were discussed, showing that the managers themselves are anxious for peace, as well as the stockholders and bankers. Heretofore there have been chances for manipulation of rates by including in the bills of lading insurance clauses.

The trunk lines agreed that simultaneously with the advance in wheat rates on July 22, they will decline to accept insured bills of lading. Also on the same date the newly established rates at Buffalo and Erie on grain from the lakes will be in advance over those heretofore prevailing.

A change in the classification of wool was made, which is of interest to shippers. The weight per car load was reduced from 4500 lbs. to 4000 lbs.

An adjustment to reduce the minimum weight of live stock per car load was referred to the joint committee for a vote, and the action of the joint committee will be taken at their meeting.

The joint committee has been incomplete since the death of Mr. Aspinwall, a Commissioner of the Trunk Line Association. It required a special vote to make Mr. Davison Chairman of the joint committee, instead of Mr. Aspinwall, Chairman of the Trunk Line Committee of the Eastern and Central Commissioners, as Mr. Flink was ill. Mr. Leibnicht continues as Vice-Chairman of the joint committee.

## A MILLERS' COMBINE.

## Talk of Consolidating Some of the Largest Milling Interests.

MINNEAPOLIS, July 11.—The Northwestern Miller to-day says: "We announced on May 24 that the rumor that an English syndicate was figuring to purchase several of the larger mills in Minneapolis and combine them into one corporation was not entirely unfounded. An option on several mills has been given certain financiers, representing outside capitalists, that will meet the rates made by Canadian and lake routes. Vice-president Harris of the Northwestern said that on Northwestern's part the long and short haul clause on the Interstate commerce act will be ignored. Local control in cities will be given up, and in cities will be dropped to meet the competition of Canadian and lake routes."

The road companies have sent to Minneapolis to discuss the plan, as well as the Canadian and the American. The plan is to nominate a committee to make the business of the trust a success. In some cities the central traffic roads will probably be put in the scheme, as at present they are practically cut out of Northwestern's system.

The committee appointed to negotiate with the Canadian and the American, as well as the American, has not yet been formed. At this meeting a resolution was adopted requesting all lines interested in St. Paul and Minneapolis to meet to consider the formation of a trust in the last connection.

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## FIGURES FROM THE TRUSTS.

## Five of Them Have Certificates Outstanding for \$10 Millions, Par Value.

WALL STREET people have complained that they were all in the dark about the trusts. The complaint has been principally to the effect that in all the raging speculation in stocks, not but the people knew the amount of money outstanding in the different trusts.

The general feeling is that the Inter-State plan of operation is stronger now than it ever was before.

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A Kansas City dispatch says: It is reported that the M. & T. has got its line into a completion with the Missouri Pacific which will intercede with its Kansas and St. Louis lines. The Missouri Pacific had a contract with the Kansas City Trust, to run its lines through the city to the residents of the state. The contracts and obligations of both roads continue unchanged. The M. & T. is now upon stock in either of the holding companies to make the capital stock of the new corporation and issue \$100,000,000 to the consumers and the balance to the stockholders.

The railroads have agreed to the lease of the Northern and the Southern, to be known as the New Hampshire Railroad corporation. There are no new contracts or obligations in the city to the residents of the state. The contracts and obligations of both roads continue unchanged. The M. & T. is now upon stock in either of the holding companies to make the capital stock of the new corporation and issue \$100,000,000 to the consumers and the balance to the stockholders.

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